FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2007-12

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2007-01			
2006-26-04		EMBRAER	EMB-145XR
2006-26-05		Fokker	F27 Mark 100, 200, 300, 400, 500, 600, and 700
2006-26-06		Boeing	777-200 and -300
2006-26-09		Boeing	737-200, -300, -400, and -500 series
2006-26-11		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-12	S 2005-06-08	Airbus	A330, A340-200, and A340-300 series
Biweekly 2007-02			
2006-17-12	COR	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C-37, and RB211-22B-02 turbofan
2006-20-14		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 STD, -200 LR, and -200 SU airplanes, and Model ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-10		Airbus	A300
2006-26-13	S 2001-24-02 and AD 2003-20-08	Boeing	See AD
2007-01-01		BAE	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-01-02	S 2004-01-17	McDonnell Douglas	MD-11 and -11F
2007-01-07	S 2004-20-09	BOMBARDIER, INC	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-01-15	S 2004-25-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-02-01		Dassault	Falcon 2000EX airplanes

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Biweekly 2007-03			
2007-01-08		Bombardier, Inc	DHC-8-400 series
2007-01-09		Boeing	747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SP series
2007-01-10	S 2004-16-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2007-01-11	S 99-08-04	Bombardier, Inc	DHC-8-100, -200 and -300 series
2007-01-12		Dassault Aviation	Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 200, Falcon 2000EX
2007-01-13		Airbus	A310-304, -308, -324, and -325
2007-01-14		Bombardier, Inc	DHC-8-400 series
2007-02-02		McDonnell Douglas	See AD
2007-02-03	S 2002-08-05	Bombardier, Inc.	DHC-8-400
2007-02-05	S 2004-23-03	Rolls-Royce plc	Engine: RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 series
2007-02-06		Pratt & Whitney	PW2037, PW2040, and PW2037M turbofan
2007-02-07		Rolls-Royce Deutschland	Engine: Dart 528, 529, 532, 535, 542, and 555 series
2007-02-09		Airbus	A310
2007-02-10		Dassault Aviation	Mystere-Falcon 900
2007-02-13		Dornier Luftfahrt GmbH	228-212
2007-02-14		Boeing	737-600, -700, -700C, -800, and -900
2007-02-15		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2007-02-16	S 2005-04-12	Saab	SAAB-Fairchild SF340A (SAAB/SF340A)
2007-02-18	S 2002-11-11	Boeing	767-200, -300
2007-02-19		Airbus	A300 B4-605R airplanes and Model A310-308, -324, and -325
2007-02-20		Fokker Services B.V	Model F27 Mark 050 and F.28 Mark 0070 and 0100
2007-02-21		Airbus	A300 airplanes; and Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2007-02-22		Airbus	A310
2007-02-23		Boeing	777-200, -300, and -300ER
2007-02-24		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2007-03-01		Boeing	757-200, -200PF, -200CB, and -300 series
2007-03-02		Rolls-Royce Deutschland Ltd	Engine: Tay 611-8 and Tay 620-15 turbofan
2007-03-03		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-03-04		Airbus	A330-200 and A330-300 series
2007-03-05		Gulfstream Aerospace LP	Model Gulfstream 100 airplanes; and Model Astra SPX and 1125 Westwind Astra
2007-03-07	S 2002-20-07	Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series

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Biweekly 2007-04

2007-03-09		Airbus	A300 Airplanes; Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Airplanes
2007-03-10		Airbus	A300 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, A300 F4-605R, F4-622R, and C4-605R Variant F airplanes; and A310
2007-03-11		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-03-13		Rolls-Royce Deutschland Ltd	Engine: 528, 529, 532, 535, 542, and 552
2007-03-15	S 2003-02-04	CFM International	Engine: CFM56-5 and 5B series
2007-03-18		Airbus	A300 and A300-600
2007-03-19	S 2004-14-16	Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-03	S 2006-04-02	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-04-04		BAE Systems	BAE 146-100A, -200A, and -300A series airplanes; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-04-05	S 2005-13-33	Airbus	A300
2007-04-06		McDonnell Douglas	DC-8-62 and DC-8-63
2007-04-07		Bombardier, Inc.	DHC-8-400
2007-04-09		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-04-10	S 96-24-03	Boeing	747-400
2007-04-15		Sicma Aero Seat	Appliance: Passenger seat assemblies
2007-04-16		Boeing	767
2007-04-17		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, and DC-10-30F (KC-10A and KDC-10), DC-10-40 and DC-10-40F, MD-10-10F and MD-10-30F
2007-04-18		Learjet	23, 24, 24A, 24B,, 24-B-A, 24 C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 254B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A, 36, 36. 36A, 55, 55B and 55C

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Biweekly 2007-05

2007-04-11	S 96-13-11	Airbus	A300 B2 and B4
2007-04-20		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2007-04-21		Fokker	F.28 Mark 0070 and 0100
2007-04-22		Bombardier	DHC-8-102, -103, and -106 airplanes, and Model DHC-8-200 and DHC-8-300
2007-04-23	S 2004-08-01	Fokker	F.28 Mark 0070 and 0100
2007-04-24		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-26	S 2006-17-08	Pratt & Whitney	Engine: PW4077D, PW4084D, PW4090, and PW4090-3
2007-04-27		Fokker	F.28 Mark 1000, 2000, 3000, and 4000
2007-05-01		Construcciones Aeronauticas	C-212
2007-05-02		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 STD, -100 LR, and -100 IGW

Biweekly 2007-06

2005-24-03 R1	R 2005-24-03	Boeing	737-600, -700, -700C, and -800 series
2007-05-06		McDonnell Douglas	717-200
2007-05-07		Fokker Services B.V	F.28 Mark 0070 and 0100
2007-05-08		Airbus	A330 and A340
2007-05-11	S 98-13-24	Bombardier, Inc.	CL-600-2B16 (CL-604), Model CL-600-2B19 (Regional Jet Series 100 & 440)
2007-05-12		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313
2007-05-13		Airbus	A319, A320, and A321
2007-05-14		General Electric Company	Engine: See AD
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-16	S 2007-04-51	General Electric Aircraft Engine	Engine: CF34-3A1/-3B/-3B1 turbofan
2007-05-17	S 2002-08-11	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1
2007-06-02	S 2006-07-09	Airbus	A318, A319, A320, and A321
2007-06-03		Airbus	A330
2007-06-05		Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-111, -211, -212, and -214; and A321-111, -112, -211, -212, and -213
2007-06-09	S 2005-25-03	Boeing	737-600, -700, -700C, and -800 series
2007-06-10	S 2005-15-13	Rolls Royce plc	Engine: RB211-524 series
2007-06-12	S 2005-20-07	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343
2007-06-13		Airbus	A300 B4-605R and F4-605R, A300 B4-601, B4-603, B4-605R, and C4-605R Variant F, A310
2007-06-51	E	Boeing	737-800 series
2007-06-52	E, S 2007-06-51	Boeing	737-800 series

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Biweekly 2007-07			
2007-06-17		Airbus	A320 series
2007-06-18		Airbus	A318, A319, A320, and A321
2007-06-19		Bombardier, Inc.	DHC-8-102, DHC-8-103, and DHC-8-106 airplanes and Model DHC-8-200 and DHC-8-300
2007-06-53	E	Embraer	ERJ 170 and ERJ 190
2007-07-01		Airbus	A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600 series airplanes)
2007-07-02		Boeing	737-300, -400, -500, -600, -700, -800 and -900 series airplanes; and Model 757-200 and -300 series
2007-07-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2007-07-04		McDonnell Douglas	MD-11 and 11F
Biweekly 2007-08			
2007-07-05		Boeing	777-200, -200LR, -300, and -300ER series
2007-07-07	S 2006-05-04	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2007-07-08	S 2002-08-51	Airbus	A300 B-2 and B-4 series
2007-07-09	S 2005-19-14	Airbus	A318, A319, A320, and A321
2007-07-10		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2007-07-11		Gulfstream Aerospace	Gulfstream 200
2007-07-12		Honeywell, Inc.	Appliance: NZ-2000 navigation computers
2007-07-13		Gulfstream Aerospace LP	Model Galaxy airplanes and Model Gulfstream 200
2007-07-14		Embraer	EMB-135BJ
2007-07-15	S 2004-09-01	Airbus	A300 B4-601, A300 B4-603, A300 B4-605R, A300 C4-605R Variant F, A310-204, and A310-304
2007-08-01	S 2005-18-01	General Electric Company	Engine: CT7-5A2/-5A3/-7A/-7A1/-9B/-9B1/-9B2/-9C/-9C3/-9D/-9D2 turboprop
2007-08-02		Hartzell Propeller Inc.	Propeller: HC-E4A-3( )/E10950( )
2007-08-05		Airbus	A330-200, A330-300, A340-200, and A340-300 series
Biweekly 2007-09			
2006-11-05R1	R 2006-11-05	Rolls-Royce plc	RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan
2007-07-05R1	R 2007-07-05	Boeing	777-200, -200LR, -300, and -300ER series
2007-08-09		Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-6
2007-09-03		Learjet	45
Biweekly 2007-10			
2007-06-52		Boeing	737-800
2007-06-53		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW
2007-09-04		Boeing	777-200, -300, and -300ER series
2007-09-09		Airbus	A330 airplanes, and Model A340-200 and -300 series
2007-10-03		Boeing	767-200 and -300 series
2007-10-04		McDonnell Douglas	Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2007-10-05		General Electric Company	Engine: GE90-110B1, -113B, and -115B series

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Biweekly 2007-11			
2006-24-08	COR	Pratt & Whitney Canada	Engine: PW535A turbofan
2007-10-09		Boeing	747-400 series
2007-10-10		Airbus	A300-600 series
2007-10-11		EMBRAER	EMB-145LR, -145XR, -145MP, and -135LRand EMB-135BJ
2007-10-12	S 2005-12-05	Boeing and McDonnell Douglas	737-200, -300, -400, -500, -600, -700, -800, and -900 series, 757-200 and -300 series, DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F
2007-10-14	S 2003-07-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-10-16		British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201
2007-11-03		Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2007-11-07	S 99-21-15	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-11-08	S 99-12-52	Boeing	727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series
2007-11-09	S 2005-12-17	Bombardier	DHC-8-400
2007-11-10		Fokker	F.28 Mark 0700 and 0100
2007-11-11	S 2004-11-13	Airbus	A318, A319, A320 and A321
2007-11-13	S 2003-17-01	McDonnell Douglas	717-200
Biweekly 2007-12			
2007-11-12	S 98-16-06	Airbus	A310 series
2007-11-14		EMBRAER	EMB-135BJ
2007-11-15		McDonnell Douglas	DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, and Model MD-10-30
2007-11-16		McDonnell Douglas	MD-11 and MD-11F
2007-11-17	S 2006-04-10	Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 560XL, and 750
2007-11-18		General Electric Company	Engine: CF6-50C, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2F, and CF6-50C2R turbofan
2007-11-20		General Electric Company	CF6-80C2 series turbofan
2007-12-01		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -314, and -315
2007-12-02		McDonnell Douglas	DC-8-33, -42, and -43 airplanes; Model DC-8-51, -52, -53, and -55 airplanes; Model DC-8F-54 and -55 airplanes; Model DC-8-61, -62, and -63 airplanes; Model DC-8-61F, -62F, and -63F airplanes; Model DC-8-72 airplanes; and Model DC-8-71F, -72F, and -73F
2007-12-03		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2007-12-04	S 98-16-05	Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; and Model A300 C4-605R Variant F
2007-12-07		General Electric Company	Engine: CF6-80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, and -80C2B8F turbofan
2007-12-08	S 2005-20-27	Airbus	A340-211, -212, -311, and -312
2007-12-09		General Electric Company	Engine: CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, and CF34-10E7 turbofan

2007-11-12 Airbus: Amendment 39-15069. Docket No. FAA-2007-26857; Directorate Identifier 2006-NM-126-AD.

Effective Date

(a) This AD becomes effective July 5, 2007.

Affected ADs

(b) This AD supersedes AD 98-16-06.

Applicability

(c) This AD applies to Airbus Model A310 series airplanes; certificated in any category; excluding those airplanes on which Airbus Modifications 5068, 7201, and 7298 have been incorporated in production.

Unsafe Condition

(d) This AD results from a determination that further rulemaking is necessary to improve the fatigue behavior of the cabin door surroundings. We are issuing this AD to prevent corrosion between the scuff plates at exit and cargo doors and fatigue cracks originating from certain fastener holes located in adjacent structure, which could result in reduced structural integrity of the door surroundings.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 98-16-06

Initial Inspection Behind Scuff Plates and Repair if Necessary With Revised Affected Doors

(f) Perform an initial inspection of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A310-53-2030, Revision 5, dated March 6, 1991, at the applicable time specified in paragraph (f)(1), (f)(2), or (f)(3) of this AD. If any crack or corrosion is found during this inspection, prior to further flight, repair in accordance with the service bulletin. Accomplishment of this inspection is not required for the aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For any door on which Modification 5382 and Modification 5382D4741 for all other doors have been accomplished: Perform the initial inspection within 9 years since airplane manufacture, or within 1 year after September 4, 1998 (the effective date of AD 98-16-06), whichever occurs later.

(2) For any door on which Modification 5382 and Modification 5382D4741 for all other doors have not been accomplished, and on which the procedures described in Airbus Service Bulletin A310-53-2004, Revision 2, dated June 17, 1985; or Airbus Service Information Letter 53-033, Revision 2, dated November 23, 1984; have been accomplished: Perform the initial inspection within 5 years since airplane manufacture, or within 1 year after September 4, 1998, whichever occurs later.

(3) For any door on which Modification 5382 and Modification 5382D4741 for all other doors have not been accomplished, and on which the procedures described in Airbus Service Bulletin A310-53-2004, Revision 2, dated June 17, 1985; or Airbus Service Information Letter 53-033, Revision 2, dated November 23, 1984; have not been accomplished: Perform the initial inspection within 4 years since airplane manufacture, or within 1 year after September 4, 1998, whichever occurs later.

Repetitive Inspections Behind Scuff Plates

(g) Perform repetitive inspections of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A310-53-2041, Revision 02, dated July 2, 1996, at the applicable times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD. Accomplishment of these inspections is not required for the aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For the forward passenger/crew doors, the bulk cargo door, and the aft passenger/crew doors, except the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler, on all Model A310-200 and -300 series airplanes: Perform the first inspection within 5 years after accomplishing the inspection required by paragraph (f) of this AD; and repeat the inspection thereafter at intervals not to exceed 5 years.

(2) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew door on all Model A310-200 series airplanes: Perform the first inspection within 5 years or 12,000 landings after accomplishing the inspection required by paragraph (f) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 5 years or 12,000 landings, whichever occurs first.

(3) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew door on all Model A310-300 series airplanes: Perform the first inspection within 5 years or 7,000 landings after accomplishing the inspection required by paragraph (f) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 5 years or 7,000 landings, whichever occurs first.

Repair of Scuff Plates if Necessary

(h) If any crack is found during any inspection required by paragraph (g) or (n) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A310-53-2041, Revision 02, dated July 2, 1996. Thereafter, perform the repetitive inspections required by paragraph (g) of this AD at the applicable times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(i) If any corrosion is found during any inspection required by paragraph (g) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A310-53-2041, Revision 02, dated

July 2, 1996. Thereafter, perform the repetitive inspections required by paragraph (g) of this AD at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD.

(1) For Model A310-200 series airplanes: Inspect at intervals not to exceed 5 years or 9,600 landings, whichever occurs first.

(2) For Model A310-300 series airplanes: Inspect at intervals not to exceed 5 years or 5,600 landings, whichever occurs first.

(j) Accomplishment of the actions required by paragraph (g), (h), or (i) of this AD in accordance with Airbus Service Bulletin A310-53-2041, dated December 5, 1990; or Revision 01, dated March 6, 1991; prior to September 4, 1998, is acceptable for compliance with that paragraph.

Initial Inspection of Corner Doublers, Fail-Safe Ring, and Door Frames

(k) Perform an inspection to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the left- and right-hand forward, mid, and aft passenger/crew door structures, in accordance with Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992, and at the applicable times specified in paragraphs (k)(1), (k)(2), and (k)(3) of this AD.

(1) For the upper corners of the forward doors: Inspect prior to the accumulation of 20,000 total landings, or within 2,000 landings after September 4, 1998, whichever occurs later.

(2) For the lower corners of the forward doors: Inspect prior to the accumulation of 20,000 total landings, or within 4,000 landings after September 4, 1998, whichever occurs later.

(3) For the upper and lower corners of the aft doors, and for the parts underneath the corners of the upper door frames: Inspect prior to the accumulation of 20,000 total landings, or within 4,000 landings after September 4, 1998, whichever occurs later.

Repetitive Inspections of Corner Doublers, Fail-Safe Ring, and Door Frames

(l) Repeat the inspections required by paragraph (k) of this AD at the applicable times specified in paragraphs (l)(1), (l)(2), (l)(3), (l)(4), and (l)(5).

(1) For the upper corners of the forward doors: Inspect at intervals not to exceed 6,000 landings.

(2) For the lower corners of the forward doors: Inspect at intervals not to exceed 10,000 landings.

(3) For the upper and lower corners of the aft doors on which an inspection required by paragraph (k) of this AD was accomplished using a ROTO test technique: Inspect at intervals not to exceed 8,000 landings.

(4) For the upper and lower corners of the aft doors on which an inspection required by paragraph (k) of this AD was accomplished using an x-ray technique: Inspect at intervals not to exceed 3,500 landings.

(5) For the areas around the fasteners in the vicinity of stringer 12 on the upper door frames of the aft doors on which an inspection required by paragraph (k) of this AD was accomplished using a visual technique: Inspect at intervals not to exceed 6,900 landings.

Repair of Corner Doublers, Fail-Safe Ring, and/or Door Frames if Necessary

(m) If any crack is found during any inspection required by paragraph (k) or (l) of this AD: Prior to further flight, accomplish the requirement of paragraph (m)(1) or (m)(2) of this AD, as applicable.

(1) If any crack is found, and the crack can be eliminated using the method specified in Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992; or Revision 02, dated November 27, 2000: Prior to further flight, repair the crack in accordance with that service bulletin.

(2) If any crack is found, and the crack cannot be eliminated using the method specified in Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992; or Revision 02, dated November 27, 2000: Prior to further flight, repair the crack in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

New Requirements of This AD

New Revision of Service Bulletins

(n) As of the effective date of this AD, use only the service bulletins specified in Table 1 of this AD.

Table 1 – New Revision of Service Bulletins

Do the action(s) required by –	In Accordance With the Accomplishment Instructions of Airbus Service Bulletin –
(1) Paragraph (f) of this AD	A310-53-2030, Revision 06, dated July 2, 1996
(2) Paragraph (k) and (m)(1) of this AD	A310-53-2037, Revision 03, excluding Appendix 01, dated July 26, 2006

Terminating Modification for Repetitive Inspection of Corner Doublers, Fail-Safe Ring, and Door Frames

(o) Modify the passenger/crew door structures in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-53-2017, Revision 09, dated May 17, 2004. Do the modification at the applicable time in paragraph (o)(1) or (o)(2) of Table 2 of this AD. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (l) of this AD. The inspections required by paragraph (f) of this AD must be done before accomplishing this modification.

Table 2 – Compliance Time for Terminating Modification

For Model –	Compliance time
(1) A310-203, -204, -221, and -222 airplanes	Before the accumulation of 40,000 flight cycles since the date of issuance of the original French standard Airworthiness Certificate or the date of issuance of the original French Export Certificate of Airworthiness, or during the next inspection required by paragraph (l) of this AD, whichever occurs later
(2) A310-304, -322, -324, and -325 airplanes	Before the accumulation of 35,000 flight cycles since the date of issuance of the original French standard Airworthiness Certificate or the date of issuance of the original French Export Certificate of Airworthiness, or during the next inspection required by paragraph (l) of this AD, whichever occurs later

Earlier Revision of Service Bulletins

(p) Actions done before the effective date of this AD in accordance with the service bulletins identified in Table 3 of this AD are acceptable for compliance with the corresponding requirements of this AD.

Table 3 – Earlier Revision(s) of Service Bulletins

Airbus Service Bulletin	Revision Level	Date
(1) A310-53-2017	07	February 25, 1992
(2) A310-53-2017	08	September 7, 2000
(3) A310-53-2037	02	November 27, 2000

Alternative Methods of Compliance (AMOCs)

(q)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Alternative methods of compliance, approved previously in accordance with AD 98-16-06 are approved as alternative methods of compliance with the corresponding provisions of paragraphs (f) through (m) of this AD.

(3) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(r) French airworthiness directives 1991-132-124(B) R1, dated November 29, 2000, and F-2004-103, dated July 7, 2004, also address the subject of this AD.

Material Incorporated by Reference

(s) You must use the service information listed in Table 4 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 4 – All Material Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A310-53-2017	09	May 17, 2004
A310-53-2030	5	March 6, 1991
A310-53-2030	06	July 2, 1996
A310-53-2037	1	April 29, 1992
A310-53-2037, excluding Appendix 01	02	November 27, 2000
A310-53-2037, excluding Appendix 01	03	July 26, 2006
A310-53-2041	02	July 2, 1996

(1) The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 5 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

Table 5 – New Material Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A310-53-2017	09	May 17, 2004
A310-53-2030	06	July 2, 1996
A310-53-2037	1	April 29, 1992
A310-53-2037, excluding Appendix 01	02	November 27, 2000
A310-53-2037, excluding Appendix 01	03	July 26, 2006

Airbus Service Bulletin A310-53-2037, Revision 1, dated April 29, 1992, contains the following effective pages:

Page Number	Revision Level Shown on Page	Date Shown on Page
1, 4, 6, 11-15, 18, 29, 39-44, 46, 57	Revision 1	April 29, 1992
2, 3, 5, 7-10, 16, 17, 19-28, 30-38, 45, 47-56, 58-60	Original	December 11, 1990

(2) On September 4, 1998 (63 FR 40819, July 31, 1998), the Director of the Federal Register approved the incorporation by reference of the service information listed in Table 6 of this AD.

Table 6 – Material Previously Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A310-53-2030	5	March 6, 1991
A310-53-2041	02	July 2, 1996

(3) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 15, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10028 Filed 5-29-07; 8:45 am]

2007-11-14 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-15071. Docket No. FAA-2007-27494; Directorate Identifier 2006-NM-269-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 5, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EMBRAER Model EMB-135BJ airplanes, certificated in any category, serial numbers 145484, 145540, 145555, 145706, and 145711.

Subject

(d) Fuel.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

It has been found that both fuel level control units (LCU) and their associated harnesses throughout the aircraft does not comply with the requirements of proper segregation, in order to preclude a possible ignition source in the vicinity of the fuel tanks, as required by SFAR (Special Federal Aviation Regulation) 88 regulations.

The MCAI requires replacing the fuel LCU 1 and LCU 2; reworking the LCU 1 and LCU 2 supports; and segregating, replacing, and reworking some harnesses.

Actions and Compliance

(f) Within 48 months or 5,000 flight hours after the effective date of this AD, whichever occurs first, unless already done, do the following actions: Replace LCU 1 and LCU 2 by new ones bearing P/N (part number) 367-340-001, rework the LCU 1 and LCU 2 supports, rework and segregate electrical harnesses W102S and W102P, replace harnesses W164 and W221, and route electrical harnesses W1614 and W1620 segregating W1614, according to the detailed instructions and procedures described in EMBRAER Service Bulletin 145LEG-28-0020, dated February 18, 2005.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, ATTN: Dan Rodina, Aerospace Engineer, 1601 Lind Avenue, SW., Renton, Washington 98057-3356, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Brazilian Airworthiness Directive 2006-09-05, effective October 18, 2006; and EMBRAER Service Bulletin 145LEG-28-0020, dated February 18, 2005, for related information.

Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 145LEG-28-0020, dated February 18, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-10108 Filed 5-29-07; 8:45 am]

2007-11-15 McDonnell Douglas: Amendment 39-15072. Docket No. FAA-2007-27340; Directorate Identifier 2006-NM-271-AD.

Effective Date

(a) This AD becomes effective July 5, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, and Model MD-10-30F airplanes; certificated in any category; as identified in Boeing Service Bulletin DC10-28-245, dated September 19, 2006.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to detect and correct an inadequate bond between the internal fuel pump housings and the structure of the lower auxiliary fuel tank. This condition, if not corrected, could fail to meet fault current requirements and result in a potential ignition source that, in combination with flammable fuel vapors, could cause a fuel tank explosion and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation of Brackets and Jumpers, and Resistance Measurement

(f) Within 60 months after the effective date of this AD, do the actions described in paragraphs (f)(1) and (f)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-28-245, dated September 19, 2006.

(1) Install bracket assemblies and jumper wires between the structure of the lower auxiliary fuel tank and its internal fuel pumps.

(2) Do an electrical resistance measurement between the fuel pump housings and the structure of the lower auxiliary fuel tank.

Corrective Action

(g) If any resistance measurement done in accordance with paragraph (f)(2) of this AD is greater than 2.5 milliohms on either fuel pump housing: Before further flight, rework the electrical bonding between the fuel pump housings and the structure of the lower auxiliary fuel tank as needed to achieve a resistance measurement of 2.5 milliohms or less on both fuel pump housings, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-28-245, dated September 19, 2006.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin DC10-28-245, dated September 19, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 21, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10110 Filed 5-29-07; 8:45 am]

2007-11-16 McDonnell Douglas: Amendment 39-15073. Docket No. FAA-2007-27341; Directorate Identifier 2006-NM-272-AD.

Effective Date

(a) This AD becomes effective July 5, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all McDonnell Douglas Model MD-11 and MD-11F airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to detect and correct an inadequate bond between the internal fuel pump housings and the structure of the lower auxiliary fuel tank. This condition, if not corrected, could fail to meet fault current requirements and result in a potential ignition source that, in combination with flammable fuel vapors, could cause a fuel tank explosion and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation of Brackets and Jumpers, and Resistance Measurement

(f) Within 60 months after the effective date of this AD, do the actions described in paragraphs (f)(1) and (f)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD11-28-127, dated September 19, 2006.

(1) Install bracket assemblies and jumper wires between the structure of the lower auxiliary fuel tank and its internal fuel pumps.

(2) Do an electrical resistance measurement between the fuel pump housings and the lower auxiliary fuel tank wall.

Corrective Action

(g) If any resistance measurement done in accordance with paragraph (f)(2) of this AD is greater than 2.5 milliohms on either fuel pump housing: Before further flight, rework the electrical bonding between the fuel pump housings and the lower auxiliary fuel tank wall as needed to achieve a resistance measurement of 2.5 milliohms or less on both fuel pump housings, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD11-28-127, dated September 19, 2006.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin MD11-28-127, dated September 19, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 21, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10111 Filed 5-29-07; 8:45 am]

2007-11-17 Cessna Aircraft Company: Amendment 39-15074. Docket No. FAA-2007-27258; Directorate Identifier 2006-NM-213-AD.

Effective Date

(a) This AD becomes effective July 6, 2007.

Affected ADs

(b) This AD supersedes AD 2006-04-10.

Applicability

(c) This AD applies to Cessna Model 500, 501, 550, 551, S550, 560, 560XL, and 750 airplanes, certificated in any category; as identified in the service bulletins specified in Table 1 of this AD.

Table 1 – Cessna Service Bulletins

Cessna Service Bulletin	Revision	Date	Cessna Model
SB500-26-02, including Service Bulletin Supplemental Data, dated April 1, 2005	1	July 7, 2005	500/501 airplanes
SB500-26-02	Original	April 1, 2005	500/501 airplanes
SB550-26-05	Original	April 1, 2005	550/551 airplanes
SB560-26-01	Original	April 1, 2005	560 airplanes
SB560XL-26-02	1	December 22, 2004	560XL airplanes
SB750-26-05	Original	November 24, 2004	750 airplanes
SBS550-26-02	Original	April 1, 2005	S550 airplanes

Unsafe Condition

(d) This AD results from a report of mis-wired fire extinguishing bottles. We are issuing this AD to ensure that the fire extinguishing bottles are activated in the event of an engine or auxiliary power unit (APU) fire, and that flammable fluids are not supplied during a fire, which could result in an unextinguished fire in the nacelle or APU.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 2006-04-10

Installation

(f) For Model 500, 550, S550, 560, 560XL, and 750 airplanes: Within 100 flight hours or 60 days after March 24, 2006 (the effective date of AD 2006-04-10), whichever occurs first, install identification sleeves on the wires for the positive and negative terminal studs of the applicable fire extinguishing bottles identified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD; re-connect the wires to the correct studs; test the connection; and re-connect the wires again as applicable until the connection tests correctly. Do all actions in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD; except that, for Model 500 airplanes, Cessna Service Bulletin SB500-26-02, Revision 1, dated July 7, 2005, may be used. After the effective date of this AD, only Cessna Service Bulletin SB500-26-02, Revision 1, may be used to accomplish the requirements of this paragraph for Model 500 airplanes.

(1) For Cessna Model 500, 550, S550, and 560 airplanes: The engine fire extinguishing bottles.

(2) For Cessna Model 560XL airplanes: The engine and the APU fire extinguishing bottles.

(3) For Cessna Model 750 airplanes: The APU fire extinguishing bottle.

Actions Accomplished in Accordance With Earlier Revision of Service Bulletin

(g) For Model 560XL airplanes: Actions done before March 24, 2006, in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB560XL-26-02, dated November 22, 2004, are acceptable for compliance with the corresponding actions in this AD.

New Requirements of This AD

Actions for Additional Airplane Models

(h) For Model 501 and 551 airplanes: Within 100 flight hours or 60 days after the effective date of this AD, whichever occurs first, do the actions required by paragraph (f) of this AD for the engine fire extinguishing bottles in accordance with Cessna Service Bulletin SB500-26-02, Revision 1, dated July 7, 2005; or Cessna Service Bulletin SB550-26-05, dated April 1, 2005; as applicable.

Verification of Actions Accomplished Using Original Issue of Service Bulletin

(i) For Model 500 airplanes on which the actions specified in Cessna Service Bulletin SB500-26-02, dated April 1, 2005, have been done before the effective date of this AD: Within 100 flight hours or 60 days after the effective date of this AD, whichever occurs first, verify that wiring changes previously done in accordance with Cessna Service Bulletin SB500-26-02, dated April 1, 2005, conform to the changes described in Cessna Service Bulletin SB500-26-02, Revision 1, dated July 7, 2005; and, if any non-conforming wiring changes are discovered, before further flight, correct the

wiring changes as applicable to conform to the changes described in Cessna Service Bulletin SB500-26-02, Revision 1, dated July 7, 2005.

No Reporting Requirement

(j) Although the Accomplishment Instructions of the service bulletins identified in Table 1 of this AD describe procedures for submitting a maintenance transaction report to the manufacturer, this AD does not require that action.

Parts Installation

(k) At the applicable time specified in paragraph (k)(1) or (k)(2) of this AD, no person may install on any airplane a fire extinguishing bottle unless identification sleeves on the wires for the positive and negative terminal studs have been installed in accordance with paragraph (f) or (h) of this AD, as applicable.

(1) For Model 500, 550, S550, 560, 560XL, and 750 airplanes: After March 24, 2006.

(2) For Model 501 and 551 airplanes: After the effective date of this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Wichita Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(m) You must use the service information listed in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 2 – All Material Incorporated By Reference

Cessna Service Bulletin	Revision Level	Date
SB500-26-02, including Service Bulletin Supplemental Data	Original	April 1, 2005
SB500-26-02, including Service Bulletin Supplemental Data, dated April 1, 2005	1	July 7, 2005
SB550-26-05, including Service Bulletin Supplemental Data	Original	April 1, 2005
SB560-26-01, including Service Bulletin Supplemental Data	Original	April 1, 2005
SB560XL-26-02, including Service Bulletin Supplemental Data, dated November 22, 2004, and excluding Attachment	1	December 22, 2004
SB750-26-05, including Service Bulletin Supplemental Data	Original	November 24, 2004
SBS550-26-02, including Service Bulletin Supplemental Data	Original	April 1, 2005

(1) The Director of the Federal Register approves the incorporation by reference of Cessna Service Bulletin SB500-26-02, including Service Bulletin Supplemental Data, Revision 1, dated July 7, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On March 24, 2006 (71 FR 8443, February 17, 2006), the Director of the Federal Register approved the incorporation by reference of the service information listed in Table 3 of this AD.

Table 3 – Material Previously Incorporated By Reference

Cessna Service Bulletin	Revision Level	Date
SB500-26-02, including Service Bulletin Supplemental Data	Original	April 1, 2005
SB550-26-05, including Service Bulletin Supplemental Data	Original	April 1, 2005
SB560-26-01, including Service Bulletin Supplemental Data	Original	April 1, 2005
SB560XL-26-02, including Service Bulletin Supplemental Data, dated November 22, 2004, and excluding Attachment	1	December 22, 2004
SB750-26-05, including Service Bulletin Supplemental Data	Original	November 24, 2004
SBS550-26-02, including Service Bulletin Supplemental Data	Original	April 1, 2005

(3) Contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 21, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10214 Filed 5-31-07; 8:45 am]

2007-11-18 General Electric Company: Amendment 39-15075. Docket No. FAA-2006-24171; Directorate Identifier 2006-NE-08-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 5, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-50C, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2F, and CF6-50C2R turbofan engines, with a forward fan stator case, part number (P/N) 9064M53G04, GO5, G06, G07, G08, G09, G10, G12, or G13, or P/N 9173M37G01, G02, G03, G04, G05, or G06 installed. These engines are installed on, but not limited to, Airbus A300, McDonnell Douglas DC-10 series, and DC-10-30F (KC-10A, KDC-10) airplanes.

Unsafe Condition

(d) This AD results from reports of uncontained fan blade failures causing damage and separation of airplane hydraulic lines. We are issuing this AD to prevent uncontained fan blade failures, which can result in separation of airplane hydraulic lines, damage to critical airplane systems, and possible loss of airplane control.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(f) At the next engine shop visit after the effective date of this AD, but no later than June 30, 2010, rework the forward fan stator case and install the fan module secondary containment shield.

(1) For engines on Airbus 300 series airplanes, use paragraph 3, Accomplishment Instructions, of GE Service Bulletin (SB) No. CF6-50 S/B 72-0985, Revision 2, dated March 21, 2007, to do the rework and installation.

(2) For engines on McDonnell Douglas airplanes, use paragraph 3, Accomplishment Instructions, of GE SB No. CF6-50 S/B 72-0986, Revision 2, dated March 21, 2007, to do the rework and installation.

(g) The rework and installation specified in paragraphs (f)(1) through (f)(2) of this AD can also be done on-wing.

Previous Credit

(h) Previous credit is allowed for fan stator cases reworked and containment shields installed using GE SB No. CF6-50 S/B 72-0985, dated December 2, 1991 or Revision 1, dated September 15, 1998, or GE SB No. CF6-50 S/B 72-0986, dated December 2, 1991 or Revision 1, dated September 15, 1998, before the effective date of this AD.

Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) European Aviation Safety Agency airworthiness directive 2004-0007, dated December 15, 2004, also addresses the subject of this AD.

(k) Contact Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: tara.chaidez@faa.gov; telephone (781) 238-7773; fax (781) 238-7199,
for more information about this AD.

Material Incorporated by Reference

(l) You must use the General Electric Company service information specified in Table 1 of this AD to perform the rework and installations required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Table 1 – Incorporation by Reference

Service Bulletin No.	Page	Revision	Date
CF6-50 S/B 72-0985	All	2	March 21, 2007
Total Pages: 13			
CF6-50 S/B 72-0986	All	2	March 21, 2007
Total Pages: 13			

Issued in Burlington, Massachusetts, on May 22, 2007.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-10316 Filed 5-30-07; 8:45 am]

2007-11-20 General Electric Company: Amendment 39-15077. Docket No. FAA-2006-26488; Directorate Identifier 2006-NE-43-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 10, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following General Electric Company (GE) CF6-80C2 series turbofan engines that have incorporated GE Service Bulletin (SB) No. CF6-80C2 S/B 73-0253, or were built with the drainless manifold configuration at the factory during production assembly, and, have one or more fuel shroud retaining rings, part number (P/N) J204P0084, installed:

CF6-80C2A1	CF6-80C2B1F
CF6-80C2A2	CF6-80C2B2F
CF6-80C2A3	CF6-80C2B4F
CF6-80C2A5	CF6-80C2B5F
CF6-80C2A8	CF6-80C2B6F
CF6-80C2A5F	CF6-80C2B6FA
CF6-80C2B1	CF6-80C2B7F
CF6-80C2B2	CF6-80C2B8F
CF6-80C2B4	CF6-80C2D1F
CF6-80C2B6	CF6-80C2L1F

(d) This AD also applies to GE CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4B turbofan engines that have incorporated GE SB No. CF6-80E1 S/B 73-0026, or were built with the drainless manifold configuration at the factory during production assembly, and, have one or more fuel shroud retaining rings, P/N J204P0084, installed.

(e) These engines are installed on, but not limited to, Airbus A300, A310, A330, Boeing 747, 767, and McDonnell Douglas MD11 airplanes.

(f) For reference, the following Table 1 lists fuel manifold production P/Ns.

Table 1 - Reference of Fuel Manifold Production P/Ns

CF6-80C2 Series Engines	
Drained Fuel Manifold P/N (left side)	**Drainless Fuel Manifold P/N (left side)**
1303M31G04	
1303M31G06	
1303M31G07	
1303M31G08	
1303M31G10	1303M31G12
Drained Fuel Manifold (right side)	**Drainless Fuel Manifold P/N (right side)**
1303M32G04	
1303M32G06	
1303M32G07	
1303M32G08	
1303M32G10	1303M32G12
CF6-80 E1 Series Engines	
Drained Fuel Manifold P/N (left side)	**Drainless Fuel Manifold P/N (left side)**
1700M34G01	1303M31G12
Drained Fuel Manifold P/N (right side)	**Drainless Fuel Manifold P/N (right side)**
1700M35G02	1303M32G12

Unsafe Condition

(g) This AD results from two events of external engine fuel leakage and a subsequent under-cowl engine fire. We are issuing this AD to prevent an under-cowl engine fire and damage to the airplane during an engine high vibration event.

Compliance

(h) You are responsible for having the actions required by this AD performed at the next engine shop visit for any reason after the effective date of this AD, unless the actions have already been done.

Replacement of Fuel Shroud Retaining Snap Rings

(i) Replace any fuel shroud retaining rings, P/N J204P0084, with a fuel shroud retaining snap ring, P/N 2186M12P01. Each engine has a total of 30 rings installed.

(j) For CF6-80C2 series engines, use paragraphs 3.A. through 3.C.(1)(b)2, of GE SB No. CF6-80C2 S/B 73-0337, Revision 3, dated February 5, 2007, to do the replacements.

(k) For CF6-80E1 series engines, use paragraphs 3.A. through 3.C.(1)(b)2, of GE SB No. CF6-80E1 S/B 73-0075, Revision 1, dated November 27, 2006, to do the replacements.

SB Compliance Credit for CF6-80C2 Series Engines

(l) This AD requires no further action if the fuel shroud retaining snap rings were installed in the CF6-80C2 series engines before the effective date of this AD using GE SB No. CF6-80C2 S/B 73-0337, Revision 2, dated January 11, 2007, Revision 1, dated April 19, 2005, or the Original, dated November 30, 2004.

Alternative Methods of Compliance

(m) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(n) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(o) You must use the General Electric Company service information specified in Table 2 of this AD to perform the replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Table 2 – Incorporation by Reference

Service Bulletin No.	Page	Revision	Date
CF6-80C2 S/B 73-0337	All	3	February 5, 2007
Total Pages: 13			
CF6-80E1 S/B 73-0075	All	1	November 27, 2006
Total Pages: 13			

Issued in Burlington, Massachusetts, on May 24, 2007.
Francis A. Favara,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-10588 Filed 6-4-07; 8:45 am]

2007-12-01 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15079. Docket No. FAA-2007-27713; Directorate Identifier 2006-NM-240-AD.

Effective Date

(a) This AD becomes effective July 10, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -314, and -315 airplanes, certificated in any category; serial numbers 003 through 618 inclusive.

Unsafe Condition

(d) This AD results from reports of over-extension of the main landing gear (MLG) shock strut piston, which allows the torque links to go over-center and rest on the piston. We are issuing this AD to prevent loss in shock absorption during touchdown and failure of the shock strut housing, which could result in a subsequent loss of directional control.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Modification of the Upper Bearing

(f) For Model DHC-8-311, -314, and -315 airplanes, serial numbers 202 through 516 inclusive, with MLG shock struts having any serial number DCL3501/90 through DCL3768/97 inclusive installed: Within 3,000 flight hours after the effective date of this AD, modify the upper bearing in each MLG (including doing inspections of the upper bearing and cylinder bore for wear and damage, and doing all applicable corrective actions) in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-32-144, Revision ‘A,' dated April 29, 2002, which includes Messier-Dowty Service Bulletin M-DT SBDHC8-32-82, Revision 1, dated July 5, 2001, except if wear exceeds the maximum diameter specified in the service bulletin for the cylinder bore or if damage is found on the cylinder bore, before further flight, repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent). Do all applicable corrective actions before further flight.

Revision of the Maintenance Program Manual

(g) For Model DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -314, and -315 airplanes, serial numbers 003 through 614 inclusive: Within 30 days after the effective date of this AD, revise Part 1 of the applicable de Havilland DHC-8 Maintenance Program Manual by incorporating the applicable MLG shock strut servicing Task 3210/15 specified in Table 1 of this AD.

Note 1: This may be done by inserting copies of the applicable task into the applicable maintenance program manual. When these tasks have been included in the general revisions of the applicable maintenance program manual, the general revisions may be inserted in the applicable maintenance program manual and the copy of the task may be removed from the maintenance program manual.

Table 1 – Tasks

Task -	Dated -	To the de Havilland Program Support Manual (PSM) -	For Model -
de Havilland Dash 8 Series 100 Maintenance Task Card 3210/15	June 22, 2005	1-8-7	DHC-8-100 series airplanes
de Havilland Dash 8 Series 200 Maintenance Task Card 3210/15	June 22, 2005	1-82-7	DHC-8-200 series airplanes
de Havilland Dash 8 Series 300 Maintenance Task Card 3210/15	November 29, 2005	1-83-7	DHC-8-300 series airplanes

Parts Installation

(h) After the effective date of this AD, no person may install a part identified in paragraphs (h)(1) and (h)(2) of this AD, as a replacement during the repair or overhaul of any shock strut assembly, on any airplane.

(1) Upper bearing, part number 10130-3 or 10130-551.

(2) Damper ring, part number 10129-3 or 10129-551.

(i) After the effective date of this AD, only the parts identified in paragraphs (i)(1) and (i)(2) of this AD may be installed on any airplane as replacement upper bearings and damper rings during the repair or overhaul of any shock strut assembly, except as provided by paragraph (j) of this AD.

(1) Upper bearing, part number 10130-5.
(2) Damper ring, part number 10129-5 or 10129-553.
(j) After the effective date of this AD, only MLGs with a reworked, oversize cylinder bore (part number identified in the applicable component maintenance manual (CMM)) that have parts identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD used in accordance with the applicable CMM may be installed on any airplane.
(1) Upper bearing, part number CRS85-167-11.
(2) Damper ring, part number CRS85-167-31 or CRS85-167-33.
(3) Seal carrier, part number CRS85-167-21.

Credit for Actions Done Using Previous Service Information

(k) Modifications accomplished before the effective date of this AD in accordance with Bombardier Service Bulletin 8-32-144, dated August 10, 1998, which includes Messier-Dowty Service Bulletin M-DT SBDHC8-32-82, dated March 9, 1998, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.
(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(m) Canadian airworthiness directive CF-2006-14, dated June 14, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(n) You must use Bombardier Service Bulletin 8-32-144, Revision ‘A,' dated April 29, 2002, which includes Messier-Dowty Service Bulletin M-DT SBDHC8-32-82, Revision 1, dated July 5, 2001; and the task cards identified in Table 2 of this AD; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Table 2 – Task Cards Incorporated by Reference

Task Card-	Dated -	To the de Havilland Program Support Manual -
de Havilland Dash 8 Series 100 Maintenance Task Card 3210/15	June 22, 2005	1-8-7
de Havilland Dash 8 Series 200 Maintenance Task Card 3210/15	June 22, 2005	1-82-7
de Havilland Dash 8 Series 300 Maintenance Task Card 3210/15	November 29, 2005	1-83-7

Issued in Renton, Washington, on May 25, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10670 Filed 6-4-07; 8:45 am]

2007-12-02 McDonnell Douglas: Amendment 39-15080. Docket No. FAA-2007-27334; Directorate Identifier 2006-NM-279-AD.

Effective Date

(a) This AD becomes effective July 10, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-8-33, -42, and -43 airplanes; Model DC-8-51, -52, -53, and -55 airplanes; Model DC-8F-54 and -55 airplanes; Model DC-8-61, -62, and -63 airplanes; Model DC-8-61F, -62F, and -63F airplanes; Model DC-8-72 airplanes; and Model DC-8-71F, -72F, and -73F airplanes; certificated in any category; as identified in Boeing Service Bulletin DC8-28-091, dated November 7, 2006.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent point-of-contact arcing or filament heating damage in the fuel lines that could create a potential ignition source, which, in combination with flammable fuel vapors, could cause a fuel tank explosion and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation of Bonding Jumpers

(f) Within 60 months after the effective date of this AD, install bonding jumpers to the airplane wing structure from the fuel system in-line electrical solenoid valves along the left and right wing front spar, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC8-28-091, dated November 7, 2006.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19.

Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(h) You must use Boeing Service Bulletin DC8-28-091, dated November 7, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise.

The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 25, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-10669 Filed 6-4-07; 8:45 am]

2007-12-03 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15081. Docket No. FAA-2007-27755; Directorate Identifier 2006-NM-289-AD.

Effective Date

(a) This AD becomes effective July 10, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC-8-400, DHC-8-401, and DHC-8-402 airplanes, certificated in any category; serial numbers 4001 and 4003 and subsequent.

Unsafe Condition

(d) This AD results from reports of fluid loss in the No. 2 hydraulic system, causing the power transfer unit to overspeed, increasing the fluid flow within the No. 1 hydraulic system. We are issuing this AD to prevent possible loss of both the No. 1 and No. 2 hydraulic systems, resulting in the potential loss of several functions essential for safe flight and landing of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual (AFM) Revision

(f) Within 14 days after the effective date of this AD, revise the Limitations section of the applicable AFM to include the information in the applicable Bombardier temporary amendment specified in Table 1 of this AD, as specified in the temporary amendment. These temporary amendments introduce procedures for pulling the “HYD PWR XFER” circuit breaker in the event of the loss of all hydraulic fluid in the No. 1 or No. 2 hydraulic system. Operate the airplane according to the limitations and procedures in the applicable temporary amendment.

Table 1 - AFM Temporary Amendments

For Model -	Use Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual -
DHC-8-400 airplanes	13	1	July 14, 2005	PSM 1-84-1A
DHC-8-401 airplanes	13	1	July 14, 2005	PSM 1-84-1A
DHC-8-402 airplanes	13	1	July 14, 2005	PSM 1-84-1A

Note 1: This may be done by inserting a copy of the applicable temporary amendment into the applicable AFM. When the applicable temporary amendment has been included in general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revisions is identical to that in the temporary amendment.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(h) Canadian airworthiness directive CF-2006-08, dated April 26, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use the temporary amendments specified in Table 2 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Table 2 – Material Incorporated by Reference

Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual-
13	1	July 14, 2005	Model 400 PSM 1-84-1A
13	1	July 14, 2005	Model 401 PSM 1-84-1A
13	1	July 14, 2005	Model 402 PSM 1-84-1A

Issued in Renton, Washington, on May 25, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10678 Filed 6-4-07; 8:45 am]

2007-12-04 Airbus: Amendment 39-15082. Docket No. FAA-2007-26856; Directorate Identifier 2006-NM-125-AD.

Effective Date

(a) This AD becomes effective July 10, 2007.

Affected ADs

(b) This AD supersedes AD 98-16-05.

Applicability

(c) This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; and Model A300 C4-605R Variant F airplanes; certificated in any category; excluding those airplanes on which Airbus Modification 5068, 6514, 7201, and 7298 have been incorporated in production.

Unsafe Condition

(d) This AD results from a determination that further rulemaking is necessary to improve the fatigue behavior of the cabin door surroundings. We are issuing this AD to prevent corrosion between the scuff plates at exit and cargo doors and fatigue cracks originating from certain fastener holes located in adjacent structure, which could result in reduced structural integrity of the door surroundings.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 98-16-05

Initial Inspection Behind Scuff Plates and Repair if Necessary

(f) Perform an initial inspection of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A300-53-6011, Revision 3, dated February 4, 1991, at the time specified in paragraph (f)(1), (f)(2), or (f)(3) of this AD. If any crack or corrosion is found during this inspection, prior to further flight, repair in accordance with the service bulletin. Accomplishment of this inspection is not required for the mid and aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For airplanes on which Modification 5382S6526 (for forward doors) and Modification 5382D4741 (for all other doors) have been accomplished prior to delivery of the airplane: Perform the initial inspection within 9 years since date of manufacture, or within 1 year after September 4, 1998 (the effective date of AD 98-16-05), whichever occurs later.

(2) For airplanes on which Modification 5382S6526 (for forward doors) and Modification 5382D4741 (for all other doors) have not been accomplished; and on which the procedures described in Airbus Service Information Letter (SIL) A300-53-033, Revision 2 (for all doors), dated November 23, 1984, have been accomplished: Perform the initial inspection within 5 years after accomplishment of the procedures described in the SIL, or within 1 year after September 4, 1998, whichever occurs later.

(3) For airplanes on which Modification 5382S6526 (for forward doors), and Modification 5382D4741 (for all other doors), and the procedures described in Airbus SIL A300-53-033, Revision 2, dated November 23, 1984, have not been accomplished: Perform the initial inspection within 4 years since date of manufacture, or within 1 year after September 4, 1998, whichever occurs later.

Repetitive Inspections Behind Scuff Plates

(g) Perform repetitive inspections of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A300-53-6022, dated February 4, 1991, at the applicable times specified in paragraphs (g)(1) and (g)(2) of this AD. Accomplishment of these inspections is not required for the mid and aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For the forward and mid passenger/crew doors, the bulk cargo door, and the aft passenger/crew doors, except the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler: Perform the first inspection within 5 years after accomplishing the inspection required by paragraph (f) of this AD; and repeat the inspection thereafter at intervals not to exceed 5 years.

(2) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew doors: Perform the first inspection within 5 years or 6,000 landings after accomplishing the inspection required by paragraph (f) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 5 years or 6,000 landings, whichever occurs first.

Repair of Scuff Plates if Necessary

(h) If any crack is found during any inspection required by paragraph (g) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-6022, dated February 4, 1991. Thereafter, perform the repetitive inspections required by paragraph (g) of this AD at the applicable times specified in paragraphs (g)(1) and (g)(2) of this AD.

(i) If corrosion is found during any inspection required by paragraph (g) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-6022, dated February 4, 1991. Thereafter, perform the repetitive inspections required by paragraph (g) of this AD at the applicable times specified in paragraph (i)(1) or (i)(2) of this AD.

(1) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew doors, and for the mid passenger/crew door: Inspect at intervals not to exceed 5 years or 5,000 landings, whichever occurs first.

(2) For the forward passenger/crew doors and bulk cargo doors: Inspect at intervals not to exceed 5 years.

Initial Inspection of Corner Doublers, Fail-Safe Ring, and Door Frames

(j) Perform an inspection to detect cracking of the holes of the corner doublers, the fail-safe ring, and the door frames of the left- and right-hand forward, mid, and aft passenger/crew door structures, in accordance with Airbus Service Bulletin A300-53-6018, Revision 1, dated April 29, 1992, and at the applicable time specified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD.

(1) For the upper corners of the forward doors: Inspect prior to the accumulation of 20,000 total landings, or within 2,000 landings after September 4, 1998, whichever occurs later.

(2) For the lower corners of the forward doors: Inspect prior to the accumulation of 20,000 total landings, or within 4,000 landings after September 4, 1998, whichever occurs later.

(3) For the upper and lower corners of the mid doors: Inspect prior to the accumulation of 20,000 total landings, or within 2,000 landings after September 4, 1998, whichever occurs later.

(4) For the upper and lower corners of the aft doors, and for the parts underneath the corners of the upper door frames: Inspect prior to the accumulation of 20,000 total landings, or within 4,000 landings after September 4, 1998, whichever occurs later.

Repetitive Inspections of Corner Doublers, Fail-Safe Ring, and Door Frames

(k) Repeat the inspections required by paragraph (j) of this AD at the applicable times specified in paragraphs (k)(1), (k)(2), (k)(3), (k)(4), and (k)(5) of this AD.

(1) For the upper corners of the forward doors: Inspect at intervals not to exceed 6,000 landings.

(2) For the lower corners of the forward doors: Inspect at intervals not to exceed 10,000 landings.

(3) For the upper and lower corners of the mid and aft doors on which an inspection required by paragraph (j) of this AD was accomplished using a ROTO test technique: Inspect at intervals not to exceed 8,000 landings.

(4) For the upper and lower corners of the mid and aft doors on which an inspection required by paragraph (j) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(5) For the areas around the fasteners in the vicinity of stringer 12 on the upper door frames of the aft doors on which an inspection required by paragraph (j) of this AD was accomplished using a visual technique: Inspect at intervals not to exceed 6,900 landings.

Repair of Corner Doublers, Fail-Safe Ring, and/or Door Frames if Necessary

(l) If any crack is found during any inspection required by paragraph (j) or (k) of this AD: Prior to further flight, accomplish the requirement of paragraph (l)(1) or (l)(2) of this AD, as applicable.

(1) If any crack is found, and the crack can be eliminated using the method specified in Airbus Service Bulletin A300-53-6018, Revision 1, dated April 29, 1992; or Revision 02, excluding Appendix 01, dated November 27, 2000: Prior to further flight, repair the crack in accordance with that service bulletin.

(2) If any crack is found, and the crack cannot be eliminated using the method specified in Airbus Service Bulletin A300-53-6018, Revision 1, dated April 29, 1992; or Revision 02, excluding Appendix 01, dated November 27, 2000: Prior to further flight, repair the crack in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

New Requirements of This AD

New Revisions of Service Bulletins

(m) As of the effective date of this AD, use only the applicable service bulletins specified in Table 1 of this AD; except where the service bulletins recommend contacting Airbus for appropriate action, before further flight, repair the cracked part using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Table 1 – New Revisions of Service Bulletins

Do the action(s) required by –	In Accordance With the Accomplishment Instructions of Airbus Service Bulletin –
(1) Paragraph (f) of this AD	A300-53-6011, Revision 07, dated January 24, 2005
(2) Paragraphs (g) through (i) of this AD	A300-53-6022, Revision 04, dated January 24, 2005
(3) Paragraphs (j), (k), and (l)(1) of this AD	A300-53-6018, Revision 03, excluding Appendix 01, dated July 26, 2006

Initial Inspection Behind Scuff Plates and Repair if Necessary for Additional Airplanes

(n) Perform an initial inspection of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6011, Revision 07, dated January 24, 2005; at the applicable time specified in Table 2 of this AD. If any crack or corrosion is found during this inspection, before further flight, repair in accordance with the service bulletin. Accomplishment of this inspection is not required for the mid and aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

Table 2 – Compliance Time Initial Inspection behind Scuff Plate for Additional Airplanes

For airplanes on which –	And on which –	Compliance time (whichever occurs later)	
		Threshold	Grace period
(1) Modification 5382S6526 (for forward doors) and Modification 5382D4485 (for all other doors) have been done before the date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness	None	Within 108 months after first flight	Within 12 months after the effective date of this AD
(2) Modification 5382S6180 (for forward doors) and Modification 5382D4741 or 5382D4485 (for all other doors) have been done before the date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness	None	Within 108 months after first flight	Within 12 months after the effective date of this AD
(3) Modification 5382S6526 (for forward doors) and Modification 5382D4485 (for all other doors) have not been done before the effective date of this AD	The actions specified in Airbus Service Information Letter (SIL) A300-53-033, Revision 2 (for all doors), dated November 23, 1984, have been done	Within 60 months after accomplishing the actions specified in the SIL	Within 12 months after the effective date of this AD

(4) Modification 5382S6180 (for forward doors) and Modification 5382D4741 or 5382D4485 (for all other doors) have not been done before the effective date of this AD	The actions specified in Airbus SIL A300-53-033, Revision 2 (for all doors), dated November 23, 1984, have been done	Within 60 months after accomplishing the actions specified in the SIL	Within 12 months after the effective date of this AD
(5) Modification 5382S6526 (for forward doors) and Modification 5382D4485 (for all other doors) have not been done before the effective date of this AD	The actions specified in Airbus SIL A300-53-033, Revision 2, dated November 23, 1984, have not been done	Within 48 months since the date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness	Within 12 months after the effective date of this AD
(6) Modification 5382S6180 (for forward doors) and Modification 5382D4741 or 5382D4485 (for all other doors) have not been done before the effective date of this AD	The actions specified in Airbus SIL A300-53-033, Revision 2, dated November 23, 1984, have not been done	Within 48 months since the date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness	Within 12 months after the effective date of this AD

Repetitive Inspections Behind Scuff Plates for Additional Airplanes

(o) For airplanes identified in Table 2 of this AD: Perform repetitive inspections of the areas behind the scuff plates below the passenger/crew doors and bulk cargo door to detect cracks and corrosion, in accordance with Airbus Service Bulletin A300-53-6022, Revision 04, dated January 24, 2005, at the applicable times specified in paragraphs (o)(1) and (o)(2) of this AD. Accomplishment of these inspections is not required for the mid and aft passenger/crew doors if a steel doubler that covers the entire inspection area is installed.

(1) For the forward and mid passenger/crew doors, the bulk cargo door, and the aft passenger/crew doors, except the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler: Perform the first inspection within 60 months after accomplishing the inspection required by paragraph (n) of this AD; and repeat the inspection thereafter at intervals not to exceed 60 months.

(2) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew doors: Perform the first inspection within 60 months or 6,000 landings after accomplishing the inspection required by paragraph (n) of this AD, whichever occurs first; and repeat the inspection thereafter at intervals not to exceed 60 months or 6,000 landings, whichever occurs first.

Repair of Scuff Plates if Necessary

(p) If any crack is found during any inspection required by paragraph (o) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-6022, Revision 04, dated January 24, 2005. Thereafter, perform the repetitive inspections required by paragraph (o) of this AD at the applicable times specified in paragraphs (o)(1) and (o)(2) of this AD.

(q) If corrosion is found during any inspection required by paragraph (o) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-6022, Revision 04, dated January 24, 2005. Thereafter, perform the repetitive inspections required by paragraph (g) of this AD at the applicable times specified in paragraph (q)(1) or (q)(2) of this AD.

(1) For the upper and lower edges of the fail-safe ring and the upper edges of the corner doubler of the aft passenger/crew doors, and for the mid passenger/crew door: Inspect at intervals not to exceed 60 months or 5,000 landings, whichever occurs first.

(2) For the forward passenger/crew doors and bulk cargo doors: Inspect at intervals not to exceed 60 months.

Terminating Modification for Repetitive Inspection of Corner Doublers, Fail-Safe Ring, and Door Frames

(r) Before the accumulation of 30,000 total flight cycles since the date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness, or during the next inspection required by paragraph (k) of this AD, whichever occurs later: Modify the passenger/crew door structures in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6002, Revision 06, dated May 17, 2004. Accomplishment of this modification constitutes terminating action for the inspections required by paragraphs (j) and (k) of this AD. The inspections required by paragraphs (f) and (n) of this AD, as applicable, must be done before accomplishing this modification.

Earlier Revisions of Service Bulletins

(s) Actions done before the effective date of this AD in accordance with the service bulletins identified in Table 3 of this AD, are acceptable for compliance with the corresponding requirements of this AD.

Table 3 – Earlier Revisions of Service Bulletins

Airbus Service Bulletin	Revision Level	Date
(1) A300-53-6002	3	February 22, 1992
(2) A300-53-6002	4	July 13, 1992
(3) A300-53-6002	05	September 7, 2000
(4) A300-53-6011	04	July 2, 1996
(5) A300-53-6011	05	September 7, 2000
(6) A300-53-6011	06	November 12, 2002
(7) A300-53-6018, excluding Appendix 01	02	November 27, 2000
(8) A300-53-6022	01	July 2, 1996
(9) A300-53-6022	02	September 7, 2000
(10) A300-53-6022	03	November 12, 2002

Alternative Methods of Compliance (AMOCs)

(t)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) AMOCs approved previously in accordance with AD 98-16-05 are approved as AMOCs for the corresponding provisions of paragraphs (f) through (l) of this AD.

(3) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(u) French airworthiness directives 1991-132-124(B) R1, dated November 29, 2000, and F-2004-103, dated July 7, 2004, also address the subject of this AD.

Material Incorporated by Reference

(v) You must use the service information listed in Table 4 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 4 – All Material Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A300-53-6002	06	May 17, 2004
A300-53-6011	3	February 4, 1991
A300-53-6011	07	January 24, 2005
A300-53-6018	1	April 29, 1992
A300-53-6018, excluding Appendix 01	02	November 27, 2000
A300-53-6018, excluding Appendix 01	03	July 26, 2006
A300-53-6022	Original	February 4, 1991
A300-53-6022	04	January 24, 2005

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in Table 5 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

Table 5 – New Material Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A300-53-6002	06	May 17, 2004
A300-53-6011	07	January 24, 2005
A300-53-6018, excluding Appendix 01	02	November 27, 2000
A300-53-6018, excluding Appendix 01	03	July 26, 2006
A300-53-6022	04	January 24, 2005

(2) On September 4, 1998 (63 FR 40812, July 31, 1998), the Director of the Federal Register approved the incorporation by reference of the service information listed in Table 6 of this AD.

Table 6 – Material Previously Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A300-53-6011	3	February 4, 1991
A300-53-6018	1	April 29, 1992
A300-53-6022	Original	February 4, 1991

(3) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 25, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10671 Filed 6-4-07; 8:45 am]

2007-12-07 General Electric Company: Amendment 39-15085. Docket No. FAA-2006-25738; Directorate Identifier 2006-NE-27-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 11, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, and -80C2B8F turbofan engines with electronic control units (ECUs), installed on Boeing 747 and 767 series airplanes.

Unsafe Condition

(d) This AD results from reports of engine flameout events during flight, including reports of events where all engines simultaneously experienced a flameout or other adverse operation. We are issuing this AD to provide increased margin to flameout, which will minimize the potential of an all-engine flameout event caused by ice accretion and shedding during flight. Exposure to ice crystals during flight is believed to be associated with these flameout events.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Interim Action

(f) These actions are interim actions due to the on-going investigation, and we may take further rulemaking actions in the future based on the results of the investigation and field experience.

Engine ECU Software Installation for Boeing 767 Series Airplanes

(g) For Boeing 767 series airplanes:
(1) All affected engines must have ECU software version 8.2.Q1 installed at next engine shop visit or ECU shop visit, whichever occurs first, but no later than five years after the effective date of this AD.

(2) Within 24 months after the effective date of this AD, at least one of the airplane's affected engines must have ECU software version 8.2.Q1 installed.

(3) Do the software installations specified in paragraphs (g)(1) and (g)(2) of this AD using paragraphs 3.A. through 3.B.(3)(f)4. of the Accomplishment Instructions of GE Service Bulletin No. CF6-80C2 S/B 73-0339, Revision 1, dated April 24, 2007.

Engine ECU Software Installation for Boeing 747 Series Airplanes

(h) For Boeing 747 series airplanes:

(1) All affected engines must have ECU software version 8.2.Q1 installed at next engine shop visit or ECU shop visit, whichever occurs first, but no later than five years after the effective date of this AD.

(2) Do the software installations specified in paragraph (h)(1) of this AD using paragraphs 3.A. through 3.B.(3)(f)4. of the Accomplishment Instructions of GE Service Bulletin No. CF6-80C2 S/B 73-0339, Revision 1, dated April 24, 2007.

Reverting to Previous Software Versions of ECU Software

(i) After the effective date of this AD:

(1) Once software version 8.2.Q1 is installed in an ECU, reverting to previous versions of ECU software in that ECU is prohibited.

(2) For a period of 24 months after the effective date of this AD, once an ECU containing software version 8.2.Q1 is installed on an engine, that ECU can be replaced with an ECU containing a previous software version. The calendar time requirements in paragraphs (g) and (h) of this AD are not to be exceeded.

(3) After 24 months from the effective date of this AD, once an ECU containing software version 8.2.Q1 is installed on an engine, if the ECU needs to be replaced for any reason, it must only be replaced by another ECU containing version 8.2.Q1 software.

Definitions

(j) For the purposes of this AD:

(1) Next shop visit of the engine ECU is when the ECU is removed from the engine for overhaul or for maintenance.

(2) Next shop visit of the engine is when the engine is removed from the airplane for maintenance in which a major engine flange is disassembled after the effective date of this AD. The following engine maintenance actions, either separately or in combination with each other, are not considered a next engine shop visit:

(i) Removal of the upper high pressure compressor (HPC) stator case solely for airfoil maintenance.

(ii) Module-level inspection of the HPC rotor stages 3-9 spool.

(iii) Replacement of stage 5 HPC variable stator vane bushings or lever arms.

(iv) Removal of the accessory gearbox.

(v) Replacement of the inlet gearbox polytetrafluoroethylene seal.

Alternative Methods of Compliance

(k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(l) Under 14 CFR part 39.23, special flight permits are prohibited.

Material Incorporated by Reference

(m) You must use General Electric Company Service Bulletin No. CF6-80C2 S/B 73-0339, Revision 1, dated April 24, 2007, to perform the installation required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422 for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on May 30, 2007.
Robert Ganley,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-10745 Filed 6-5-07; 8:45 am]

2007-12-08 Airbus: Amendment 39-15086. Docket No. FAA-2007-28354; Directorate Identifier 2006-NM-245-AD.

Effective Date

(a) This AD becomes effective June 21, 2007.

Affected ADs

(b) This AD supersedes AD 2005-20-27.

Applicability

(c) This AD applies to Airbus Model A340-211, -212, -311, and -312 airplanes, certificated in any category; serial numbers 0006, 0007 (right-hand side of the airplane only), 0008 (left-hand side only), 0013, 0020, 0024 (left-hand side only), 0027 through 0029 inclusive, 0031, 0033, 0035, 0038 through 0040 inclusive, 0043, 0047, 0049, and 0052.

Unsafe Condition

(d) This AD results from a report that certain inspections, done before accomplishing the modification of the lower keel beam fitting and forward lower shell connection, revealed cracking that was outside the modification limits specified in the service bulletin; the cracking was repaired by installing a titanium doubler. We are issuing this AD to prevent discrepancies of the fastener holes of the horizontal flange of the keel beam, which could result in reduced structural integrity of the fuselage.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2005-20-27

Initial/Repetitive Nondestructive Test Inspections/Repair

(f) Within 5,420 flight cycles or 26,200 flight hours after accomplishing Airbus Modification 43577, whichever is first: Perform an initial rotating probe inspection for discrepancies of the first fastener hole of the horizontal flange of the keel beam by doing all the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-57-4087, dated November 21, 2003; or Revision 01, dated February 15, 2005. If no cracking is found, before further flight, inspect for correct fastener diameter tolerance; if the fastener diameter is out of tolerance, before further flight,

ream to oversize the fastener holes and install oversize fasteners in accordance with the Accomplishment Instructions of the service bulletin. Accomplishing the modifications specified in paragraph (i) of this AD ends the requirement for these inspections.

(g) If no cracking is found during any inspection required by paragraph (f) of this AD: Within 1,480 flight cycles or 7,400 flight hours, whichever is first, after accomplishing the inspection, perform an initial ultrasonic inspection for discrepancies of the first fastener hole of the horizontal flange of the keel beam by doing all the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-57-4087, dated November 21, 2003; or Revision 01, dated February 15, 2005. If no cracking is found, repeat the ultrasonic inspection thereafter at intervals not to exceed 1,480 flight cycles or 7,400 flight hours, whichever is first; until the modifications required by paragraph (i) of this AD are accomplished.

Repair Per the FAA; the Direction Generale De L'Aviation Civile (DGAC); or the European Aviation Safety Agency (EASA)

(h) If any cracking is found during any inspection required by this AD: Before further flight, repair per a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; the DGAC (or its delegated agent); or the EASA (or its delegated agent). Within 1,480 flight cycles or 7,400 flight hours, whichever is first, after repair of any cracking, perform an ultrasonic inspection as required by paragraph (g) of this AD. Repeat the ultrasonic inspection thereafter at intervals not to exceed 1,480 flight cycles or 7,400 flight hours, whichever is first; until the actions required by paragraph (i) of this AD are accomplished.

New Requirements of This AD

Modifications

(i) Within 118 months after the effective date of this AD: Disconnect the keel beam from the center wing box panel at fastener hole 5, do applicable rotating probe inspections, and do cold work and install interference fit fasteners in two adjacent fastener holes of the center wing box panel; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-57-4099, dated March 27, 2006, except as required by paragraph (j) of this AD. Accomplishing these actions terminates the inspection requirements of paragraphs (f), (g), and (h) of this AD.

Repair

(j) If any crack is found during any action required by paragraph (i) of this AD and Service Bulletin A340-57-4099 specifies to contact Airbus: Before further flight, repair per a method approved by the Manager, International Branch, ANM-116; the DGAC (or its delegated agent); or the EASA (or its delegated agent).

No Reporting Required

(k) Although Airbus Service Bulletin A340-57-4087, dated November 21, 2003; and Revision 01, dated February 15, 2005, specify submitting an inspection report to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(m) The European Aviation Safety Agency airworthiness directive 2006-0314, dated October 13, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(n) You must use Airbus Service Bulletin A340-57-4099, dated March 27, 2006; Airbus Service Bulletin A340-57-4087, including Appendix 01, dated November 21, 2003, and Airbus Service Bulletin A340-57-4087, Revision 01, excluding Appendix 01, dated February 15, 2005; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A340-57-4099, dated March 27, 2006; and Airbus Service Bulletin A340-57-4087, Revision 01, excluding Appendix 01, dated February 15, 2005; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On October 27, 2005 (70 FR 59233, October 12, 2005), the Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A340-57-4087, including Appendix 01, dated November 21, 2003.

(3) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on May 25, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-10754 Filed 6-5-07; 8:45 am]

2007-12-09 General Electric Company: Amendment 39-15087. Docket No. FAA-2006-26585; Directorate Identifier 2006-NE-44-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 10, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, and CF34-10E7 turbofan engines. These engines are installed on, but not limited to, Embraer ERJ-190 and -195 airplanes.

Unsafe Condition

(d) This AD results from GE's evaluation of the effects to the combustor case due to installing version 5.10 software in the full-authority digital electronic control (FADEC), and revising the combustor case published life limit. We are issuing this AD to prevent uncontained combustor case failure resulting in an in-flight engine shutdown and possible damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within 30 days after the effective date of this AD, unless the actions have already been done.

(f) Revise the published life limit in the Airworthiness Limitations Section of the CF34-10E Engine Manual, for combustor cases, part number (P/N) 2070M47G02 and P/N 2070M47G03, from 39,600 cycles-since-new (CSN) to 24,600 CSN.

(g) The requirements of this AD have been met when the engine manual changes are made and operators have modified their continuous airworthiness maintenance plans to reflect the Engine Maintenance Program requirements specified in the GE CF34-10E Engine Manual.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) Contact Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: tara.chaidez@faa.gov; telephone (781) 238-7773, fax (781) 238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on May 30, 2007.
Robert Ganley,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-10746 Filed 6-4-07; 8:45 am]